

through the fire level, or waiting to be rescued, from their present location.

Some other considerations needed to be satisfied, or overcome, are: safety; fear; darkness; time available; smoke; height of descent, speed or rate of descent; proximity to anchor point; ease of attachment to anchor; protection of rider; obstructions, sills, ledges, balconies, bumps or protrusions; power outages; and handicapped, aged, or blind victims. Whatever pre-planned choice is made, the device should be stored, or available, at either the roof site, similar to life rafts on a ship, or near an outside wall window, such as a bed room closet or under bed. People usually get around in their bed rooms, quite well, in the dark. The device should be light enough to put over a parapet, or out a window, by the rider.

The anchor can either be fixed and pre-positioned, or preferably, moveable, as a fixed anchor site could be in the fire path and unapproachable, and might also be objectionable to the building owner. In any event, attachment should be as rapid and easy, as possible, in the dark

The preferred anchor, which can be attached to the cable hook, before placing device in storage, is a clamp on type, as shown in Fig. 19, item no: 14

The sequence of action during a fire would be: remove device from storage; place the anchor clamp on sill or wall; clamp the anchor; place escape device outside the building; climb aboard; and go!

The ride down should be as comfortable as possible, to help minimize fear. This can be improved over harness type carriers, by providing a solid seat platform, with soft tire wheels to roll against the wall, preventing scraping and bruising of the rider(s), preventing the cable from untwisting, and “spinning” the rider. Looking at the wall on the way down, rather than spinning, such as in a harness, or basket type carrier, can reduce fear.

The ride down should be safe, with an airplane type seat belt, to secure the rider. The device should allow the operator to control the speed of descent, with a governor that overrides operator control by: limiting maximum speed to a safe level, and bring the rider safely to the ground.

It should have an automatic stop device, prior to touch down, to prevent the device from impact, when approaching the ground level. The approach of ground level is difficult to gage, in the dark.

The cable should always be longer than the distance needed to reach